

RTIP ID# (required) LALS04				
TCWG Consideration Date				
Project Description (clearly describe project) The City of Los Angeles, in cooperation with Caltrans District 7, proposes to correct and/or eliminate a progressive deterioration process that has compromised the seismic integrity of the 6 th Street Viaduct, which extends along an east-west corridor from Boyle Heights to Downtown Los Angeles over the Los Angeles River. The project's proposed improvements would not include addition of travel lanes. implement the 6 th Street Viaduct Seismic Improvement Project. The project alternatives under consideration include 1) viaduct retrofit and 2) viaduct replacement. The viaduct retrofit alternative includes retrofit of the viaduct columns and critical structural elements. The viaduct would retain its existing roadway geometry and lane configuration. Construction activities would be scheduled for a 30-month period, during which at least one lane in each direction would remain open most of the time. The viaduct replacement alternative (Alternative 3) involves demolition of the existing viaduct and replacing it with a new structure. The new structure would have a cross section that meets secondary highway standards as required by LADOT. Three alignment options are considered for this alternative (see attached Figure). The new, wider viaduct would consist of two 11-foot-or-wider traffic lanes, an 8-foot-wide shoulder/bike lane, a 10-foot-wide sidewalk in each direction, and a 10-foot-wide median. As with retrofit alternative, neither of the replacement alignment configurations would provide additional vehicular capacity. A 4-year construction period is estimated to commence in 2011. The viaduct would be closed to traffic during the construction period, and a traffic detour plan would be implemented to accommodate displaced traffic.				
Type of Project (use Table 1 on instruction sheet) ROADWAY REALIGNMENT. The project was classified as "not regionally significant" by SCAG in response to the NOP for the EIR in July 2007.				
County Los Angeles	Narrative Location/Route & Postmiles 6 th Street Viaduct (Bridge No. 53C-1880) and 6 th Street Overcrossing a portion of Hollywood Freeway (Bridge No 53-0595), Mateo Street to west of I-5, City of Los Angeles Caltrans Projects – EA# 25120K			
Lead Agency: City of Los Angeles				
Contact Person Andrew Yoon		Phone# 213.897.6117	Fax# 213.897.1634	Email andrew.yoon@dot.ca.gov
Hot Spot Pollutant of Concern (check one or both) PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)				
Categorical Exclusion (NEPA) <input type="checkbox"/>	<input checked="" type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action:				
NEPA Delegation – Project Type (check appropriate box)				
<input type="checkbox"/> Exempt	<input type="checkbox"/> Section 6004 – Categorical Exemption	<input checked="" type="checkbox"/> Section 6005 – Non-Categorical Exemption		
Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	2006	2009	2010	2011
End	2009	2010	2011	2014

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purpose of the project is to achieve the following objectives:

- Reduce vulnerability of the Viaduct to collapse as a result of a major earthquake event;
- Resolve design deficiencies in the 6th Street Viaduct; and
- Preserve 6th Street as a viable link between Boyle Heights and Downtown Los Angeles.

The 6th Street Viaduct, which opened in 1933, is one of 12 historic City bridges and viaducts crossing the Los Angeles River. The 66-foot-wide viaduct is approximately 3,500 feet long, with four traffic lanes (46-foot-wide curb-to-curb), no shoulders, and variable-width sidewalks extending along both sides.

The concrete elements of the 6th Street Viaduct are subject to an ongoing chemical reaction, known as Alkali Silica Reaction (ASR), which has led to significant deterioration of the concrete strength of the structure and loss of its seismic integrity. This deterioration of the 6th Street Viaduct has been occurring for at least 75 years, despite many efforts to arrest or limit its effect. In addition to its vulnerability to collapse under predictable seismic forces, the 6th Street Viaduct also has design and safety deficiency issues based on current standards. The lack of outside shoulders and a safety median are among these deficiencies. The proposed project would correct seismic deficiencies of this critical Los Angeles River crossing and would provide standard safety features such as adequate roadway width (required for a secondary highway), a median, outside shoulder lanes, and standard sidewalks.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The project is located within a fully developed, mixed-use urban setting just east of downtown Los Angeles, within the Central City North and Boyle Heights Community Planning areas. Existing land uses along the north and south sides of the viaduct are predominantly industrial and commercial. Several railroad lines run along the west and east banks of the river. Land uses on east and west of the project limits include mix of industrial uses and residential neighborhoods. The proposed project would not affect the existing nearby land uses or truck traffic generation factors.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The proposed project would not include any additional lane; therefore, Build and No Build traffic data are the same.

Table 1. Roadway Segment Traffic Data for Opening Year 2014 – Build and No Build

6 th Street Segment	Peak Hour	Traffic conditions				AADT		% Trucks
		EB		WB				
		v/c	LOS	v/c	LOS	All	Trucks	
Project Segment: I-101 NB On-ramp to Mateo St.	AM	0.12	A	0.58	A	14,110	847	6%
	PM	0.43	A	0.16	A			
Soto St. to Boyle Ave.	AM	0.16	A	0.53	A	16,000	960	6%
	PM	0.48	A	0.19	A			
Boyle Ave. to I-101 NB on-ramp	AM	0.10	A	0.58	A	14,200	852	6%
	PM	0.41	A	0.18	A			
Mateo St. to Alameda St.	AM	0.14	A	0.45	A	13,180	791	6%
	PM	0.38	A	0.14	A			
Alameda St. to Central Ave.	AM	0.17	A	0.43	A	13,230	794	6%
	PM	0.35	A	0.17	A			

EB: Eastbound; WB: Westbound; NB: Northbound

Source: Project Traffic Study Report (ACT, 2007)

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The proposed project would not include any additional lane, therefore, Build and No Build traffic data are the same.

Table 2. Roadway Segment Traffic Data for RTP Horizon Year 2035 – Build and No Build

6 th Street Segment	Peak Hour	Traffic conditions				AADT		% Trucks
		EB		WB				
		v/c	LOS	v/c	LOS	All	Trucks	
Project Segment: I-101 NB On-ramp to Mateo St.	AM	0.15	A	0.69	B	17,400	1,044	6%
	PM	0.53	A	0.19	A			
Soto St. to Boyle Ave.	AM	0.19	A	0.65	B	19,700	1,182	6%
	PM	0.58	A	0.24	A			
Boyle Ave. to I-101 NB on-ramp	AM	0.12	A	0.72	C	17,500	1,050	6%
	PM	0.50	A	0.23	A			
Mateo St. to Alameda St.	AM	0.18	A	0.55	A	16,200	972	6%
	PM	0.50	A	0.17	A			
Alameda St. to Central Ave.	AM	0.22	A	0.43	A	16,300	978	6%
	PM	0.47	A	0.21	A			

EB: Eastbound; WB: Westbound; NB: Northbound

Source: Project Traffic Study Report (ACT, 2007)

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The project is neither an interchange nor an intersection. Peak hour LOS at the nearest intersections to the project corridor are summarized in Table 3.

Table 3. Peak Hour Traffic Condition at Nearest Intersections

Intersection	Peak Hour	Existing (Year 2007)		Opening Year, 2014 (Build and No Build)		Horizon Year, 2035 (Build and No Build)	
		v/c	LOS	v/c	LOS	v/c	LOS
6th St. and Mateo St	AM	0.319	A	0.351	A	0.29	A
	PM	0.288	A	0.316	A	0.66	B
Whittier Blvd. and I-101 NB On Ramp	AM	0.534	A	0.564	A	0.37	A
	PM	0.281	A	0.162	A	0.49	A

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The project is neither an interchange nor an intersection. Peak hour LOS at the nearest intersections to the project corridor are summarized in Table 3.

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

As discussed in Project Description section, construction of Viaduct Replacement Alternative would require a closure of the 6th Street (roadway and viaduct), between Mateo Street and the US 101 northbound on-ramps during the 4-year construction period. As a result, the corresponding daily traffic of the closed roadways would be diverted to nearby local roadways within the project area during the construction years. This would result in a change of traffic patterns and in some cases, longer trip routes. However, the traffic impacts during construction are only temporary in nature and will cease upon completion of construction activities. The construction related activities which cause temporary increases in emissions are not required to consider for hot-spot analysis. Temporary increases are defined as those which occur only during construction phase and last 5 years or less at any individual site.

Comments/Explanation/Details (*attach additional sheets as necessary*)

The 6th Street Viaduct Seismic Improvement Project will not alter local traffic patterns, nor will it affect diesel truck movements. The project is not a traffic generator or capacity enhancing project. The proportion of diesel truck volumes using the bridge each day is estimated, based on the Los Angeles Bureau of Engineers (LABOE), and the project Traffic Study, to be on the order 5-6% of total AADT and it is presumed that this proportion of the total daily traffic demand would not change during the years after completion of construction through the RTP horizon year of 2035. Furthermore, as Figure 1 shows, the change in horizontal alignment of the new Viaduct would only be partial (the curved and elevated section of Viaduct would be bowed approximately 85 feet to the north), and thus, it would not be a significant alignment change. As Figure 2 shows, the new structure would not be substantially closer to the sensitive receptors location compared with the existing Viaduct alignment.

Based on the information provided above, the proposed project is not expected to introduce significant amounts of diesel truck traffic, would not generate additional diesel truck traffic above levels anticipated without implementation of the project, and is in compliance with the SIP/RTIP. Therefore, the project qualifies for a finding of "Not POAQC" based on the definition contained in 40 CFR 93.123(b)(1).

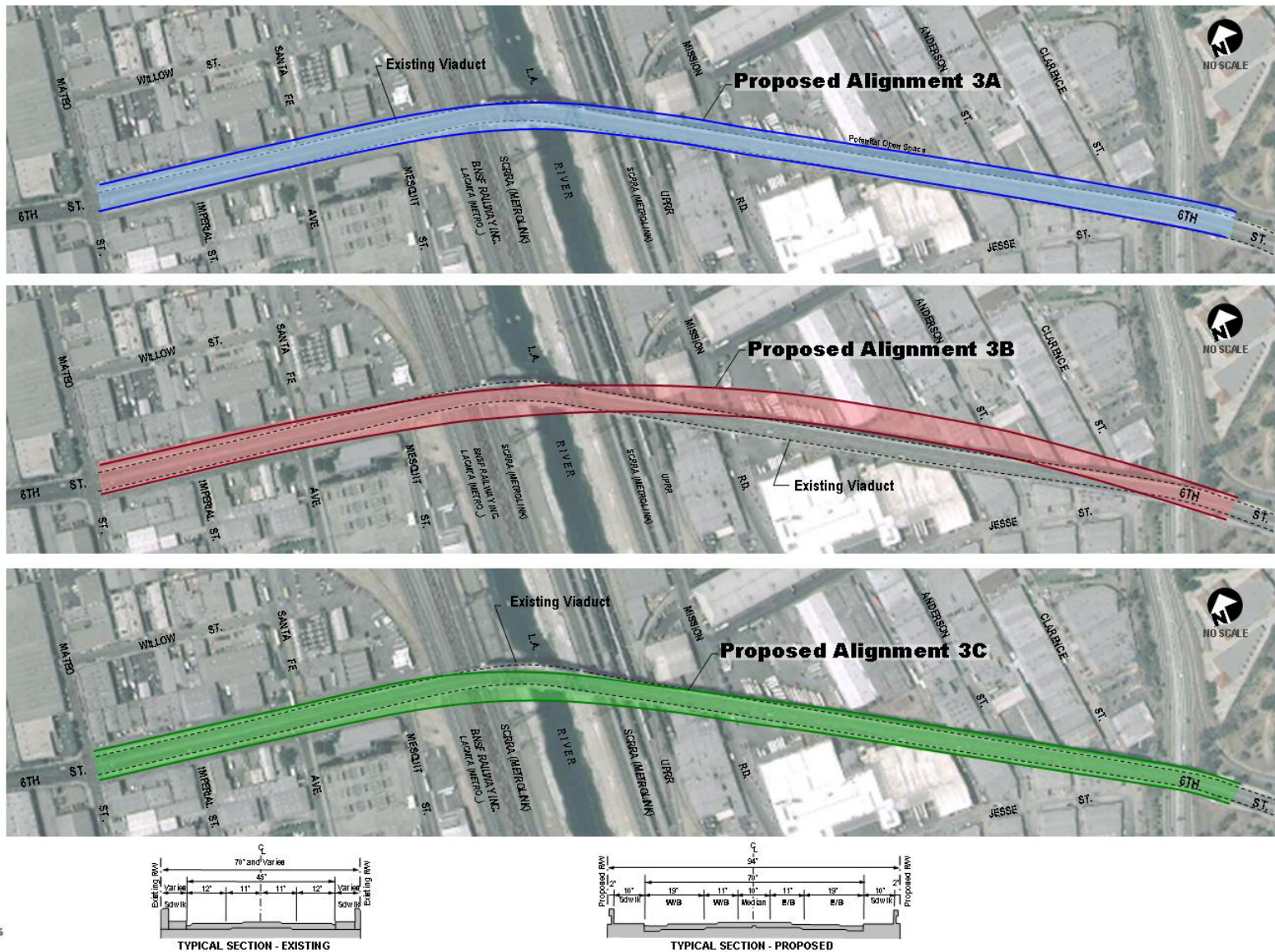


Figure 1. Viaduct Replacement Alignment Alternatives

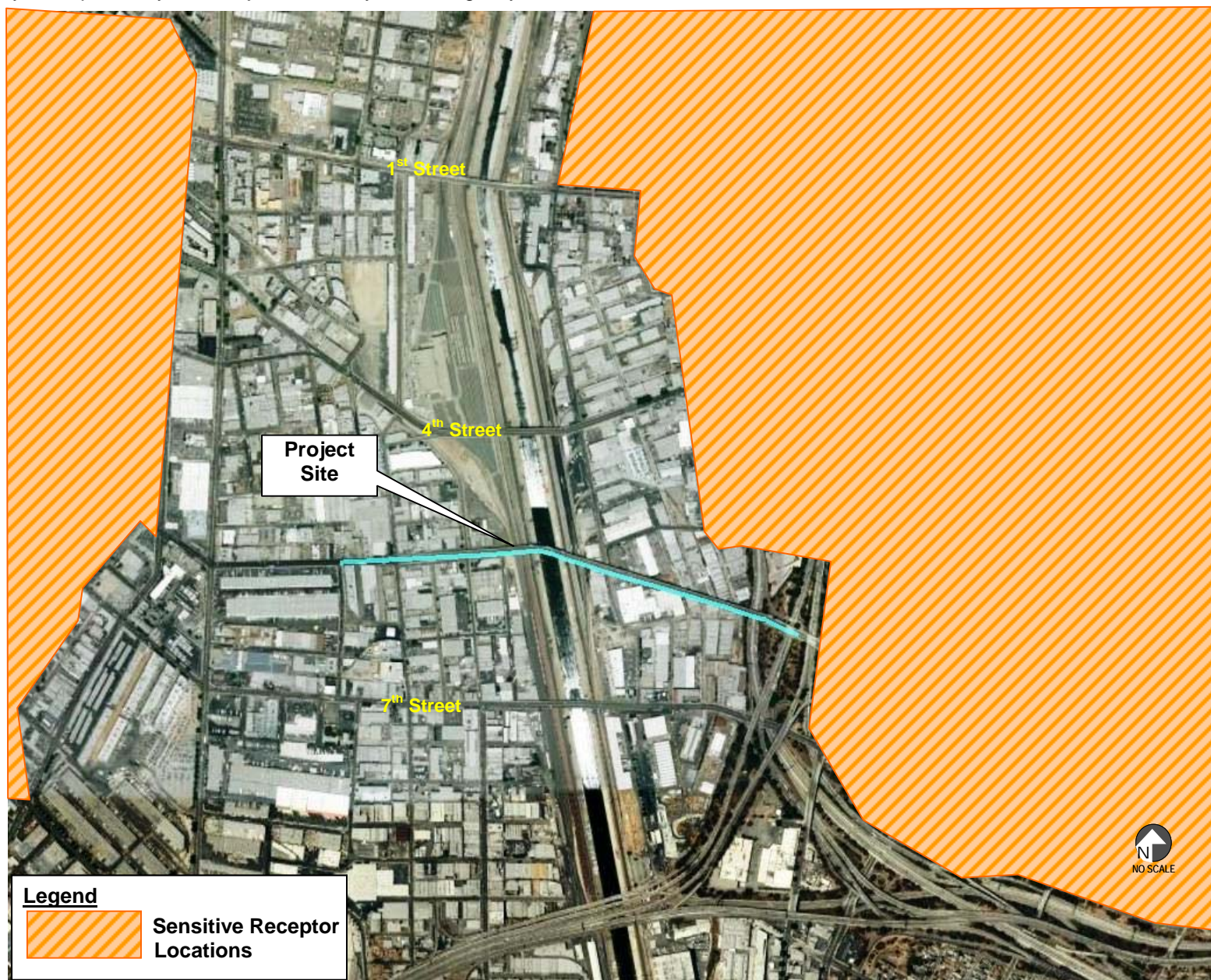


Figure 2. Sensitive Receptor Locations